GRUMMAN plane news

Vol. 36 No. 5, Bethpage, N.Y. March 14, 1977

Announce supplementary income plan for '77 early retirees

Earlier this year, Grumman Aerospace announced that a reduction in workforce was anticipated for 1977. In considering various alternatives available to reach employment goals for this year, the company explored the possibility of providing senior-service employees with financial assistance should they be considering early retirement.

While most people gear their retirement plans to age 65, there are many who would welcome the opportunity to retire at an earlier age—if financial circumstances would permit.

New plan

The company has developed a plan—Supplementary Income Plan (SIP)—which provides financial assistance in the form of supplementary income that will enable many people to seriously consider early retirement.

"Not only are a sizeable number of Grummanites being offered a chance to retire early," explains Dan Knowles, director of Personnel, "but, depending on how many elect to participate, this program could assist Grumman in meeting its desired employment level for this year."

Limited time only

According to Knowles, since the company chose this alternative to help meet this year's workforce goals, it is a one-time offer—there are no plans to repeat it.

Those eligible for SIP are employees who are age 55 (but not 65) by the end of 1977 with at least 20 years' service; and those people 60 years old (but not 65) who are eligible for a Grumman pension.

Monthly payments

Those who choose to retire early will receive monthly supplementary income payments from the date of retirement until they reach 65. The amount of SIP payments depends upon the retiree's age, length of service and present base salary.

This supplementary income would be in addition to normal pension payments and Social Security benefits to which the individual is entitled.

Full pension rights

In no way does SIP have any effect on Grumman pensions. People who choose to retire early have full pension rights. They have the option of: receiving their pension upon early retirement; deferring it until a later date; selecting the level income option (if under 62); or selecting the surviving spouse benefit option.

Other data

Some highlights of SIP are:

Decision deadline—A person must declare whether or not he or she wishes to accept the program within 60 days from the date of offer. Depending on how many choose early retirement, the company may have to schedule retirement dates in order to have the least effect on the company's daily operations. So, if a person accepts, he or she may elect to leave before April 30, with the company's approval. After that date, the company will schedule a 1977 retirement date with persons normally given at least 30 days' advance notice.

Taxes—Both SIP and pension benefits are subject to federal and state income taxes, but neither is subject to Social Security taxes (FICA).

Vacation and Paid Absence—As in the case of all retirees, total unused time for the year will be paid.

Surviving beneficiary—if a person on the plan should die before the age of 65, the remaining supplementary income amount will be paid to the designed beneficiary. Should a person choose SIP and die before the actual retirement date, no SIP payments will be made since beneficiaries will receive Grumman life insurance benefits.

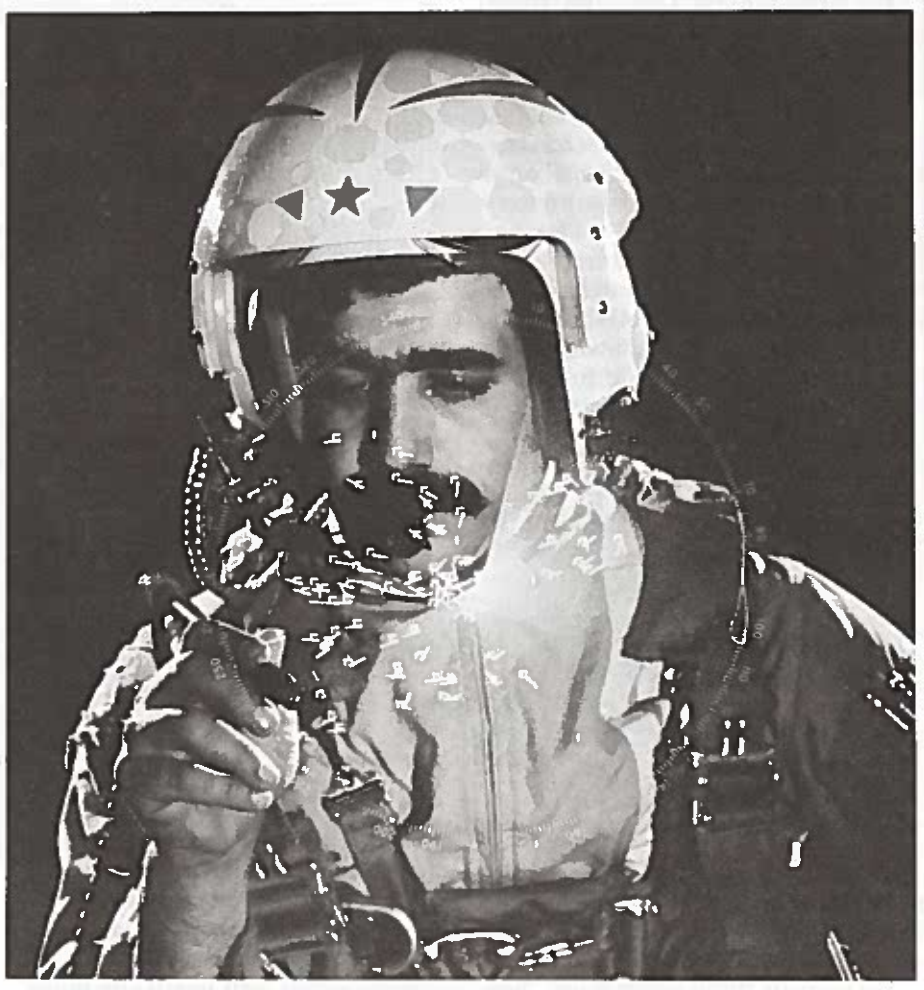
Insurance—Participants are entitled to the regular Grumman retiree insurance coverage (hospitalization, surgical, emergency accidents, diagnostic and X-rays).

All eligible Grummanites will receive a letter explaining the plan together with a statement of their estimated pension and supplementary income amounts. They will also be invited to orientation seminars that will be held in Plant 4. After these sessions, those who feel additional discussion would be helpful are encouraged to call Personnel Relations representatives in Plant 28, Ext. 3521.

Sorry for delay

Delivery of the first March issue of PLANE NEWS was delayed until today in order to report the company's new Supplementary Income Plan for early retirees in 1977.

The next issue of PLANE NEWS will be delivered Friday, March 25.



Target tracker. *To obtain aircraft target tracking information, Paul Coco, E-2C Flight Test engineer, uses an electronic light pen that is linked to the Hawkeye's central computer. When the light pen touches a aircraft symbol on the radar scope, the position, course, speed and altitude of the airborne target is supplied on a read-out display. (Photo by Jim Wagner)*

people

How do you become an author? Well you could listen to what Phil Burton has to say. He just had a book published.

"I've been interested in computers from away back," he says. "As the newest member of the computer family, the microcomputer is destined to have a greater impact on our lives than TV or Social Security. It will be used in the home, for manufacturing, business, travel, education, medicine, day-to-day living...almost everything we do.

Phil Burton

"Yet I couldn't find any satisfactory brochure or book that explained the new technology. That's why I decided to try my hand at doing it."

Phil's efforts resulted in "A Dictionary of Microcomputing" published by Garland Publishing Inc., N.Y., $12.50. And, reviewers think his work is great; basic to understanding the new science for everyone.

Burton is group leader for Guidance and Control in the Training and Development department, Plant 6. Part of his job there is teaching the theory of operation and maintenance of the inertial measuring unit for the F-14, the carrier inertial navigation system of the A-6E, and the inertial platform test station. In addition to these tasks, he gives courses on microprocessors.

"Even though I've been interested in computers a long time and tried to do an honest job on the book, I don't think I could have gotten it published on my own," Burton says. "I'm sure the fact that a friend of mine knows the publisher helped."

Congrats, grads

The first graduating class of the Grumman Masters Degree Program in Computer Science was recently honored at a breakfast reception in Plant 5.

Art Gilmore, director of Training and Development, and deputy director Gus Lanzo welcomed the 32 graduates. After Larry Mead, Senior Vice President-Departmental Operations, addressed the group, the graduates received certificates from Tom Kelly, Vice President, Engineering, and Harry Kline, director of Integrated Logistic Support.

The Grumman Masters Degree Program in Computer Science is conducted in cooperation with the State University of New York at Stony Brook. It's aim is to provide Grummanites training in the latest computer science technology.

Begun in September 1974, the program will end when the last group of 105 students graduate this June. Classes for the program are held by SUNY professors after-hours in Plant 39.

Members of the first graduating class are: Rudy Aeder, Charles Albrecht, Ronald Braun, Jackson Bright, Henry Dircks, Sheldon Fink, John Franco, Michael Furst, William Grauer, Casimir Gromadzki, Joseph Haller, Peter Harrington, Charles Hotz, William Jaklitsch, Alan Kocka, Barry Kocka, David Lobel, Joseph McCarthy, Gerald McNiff, Howard Mendelsohn, John Murray, Robert Nielsen, Anthony Palazzolo, John Pastoral, Anthony Pizzimenti, Robert Reilly, Richard Romanek, Saul Rosenthal, Robert Spencer, Otto Stanaitis, Thomas Wynne, and Robert Zimbardi.

'Grumman's Finest'

John Maroulis is a lucky man. He attributes his good fortune to fellow Grummanite Frank Sticco of Plant Protection.

According to Maroulis who works nights in Methods Engineering, Plant 6 "On Monday, January 24, it was snowing. I had just purchased new snow tires and rims for my brand new Chevy Impala. When leaving work at 10:30 p.m., I heard a tin noise coming from the back of my car. I stopped, investigated, and could not locate the noise. I started again.

"When I reached the North Gate, Frank Sticco also heard the noise, and suggested taking the hubcaps off. He did just that and found one lug completely broken off, and the other four 2/3 off.

"He assisted me in tightening the wheel and checking the others. I brought the car back to the tire store the next morning.

"I had 42 miles to drive home in very bad weather and road conditions. If Frank hadn't located the problem, I might not be here today...They often talk about 'New York's Finest', in this case it was one of 'Grumman's Finest' who came to my aid."

Future olympian

Jim McQuirk's vacation plans might very well include a trip to Moscow in 1980. The Plant 2 night manager's 11-year-old daughter, Terrianne, is National Champion for her age group—and a strong contender for a slot on the U.S. Olympic Swim team in 1980.

A member of the Long Island Swim Club, she travels all over the country competing in swim meets. Her long list of accomplishments in the 10 year-old and under competition include: the national record in 200 yard freestyle (2:05.4); first place in 100 yd. freestyle, (59.2), 100 yd. butterfly (1:06.8), and 100 meter butterfly (1:14.3). In addition, she's been high point trophy winner in 13 swim meets.

Fostering generosity

John Kalinoglu and 25 coworkers are members of the E-2C Foster Parents. The group not only supports two little girls, one in Haiti and the other in the Philippines, but keeps in touch with them and their families.

Their donations for the care of the children are handled by Foster Parents Plan, Inc., a non-profit, non-sectarian organization whose international headquarters are located in Warwick, R.I. The organization's goal is to help people help themselves, especially in developing countries.

If you would like to know more about his group call Kalinoglu on Ext. 2648.

Appointments

Among those who recently received changes in assignments were: PRODUCT DEVELOPMENT CENTER—Marylin Bierbaum, program manager; Andrew Breunig, Quality Control; John Calandra, Design and Development; Reuben Hafter, Test Ops.; Richard Keschinger, Fabrication, Assembly and Checkout; Frank Kratochvil, Systems Management and Special Projects; and George Scheuerlein, Ops., all appointed manager. Ernest Wilson was appointed deputy manager, Test Ops.; John Barnes, Tooling and Special Technology; Victor Liotta, Avionics; and Frank Massoni, Structural and Mechanical, all appointed manager; and in CALVERTON ENGINEERING—Frank Locascio has been appointed manager, Administration and Ops. Control, located in Plant 6.

Luck of the draw. *Dolores Nicoli, executive secretary to Grumman Aerospace Board Chairman and President George Skurla picks lucky winner of Food Services luncheon special drawing. Assisting (L to R): Mary Pippen, Linda Hackett, Alberta Williams, Pl. 5 cafeteria manager Bob Koch, and Jesse Williams. March's special–roast beef sandwich for $1.35–will be served on March 24. (Photo by Marie Trimborn)*

Coast Guard commissions Flagstaff for active duty

A day after the new U.S. 200-mile fisheries economic zone became effective, the Grumman-built hydrofoil, Flagstaff, was commissioned as a U.S. Coast Guard cutter stationed at Woods Hole, Mass.

The Flagstaff begins a one year's evaluation by the Coast Guard at an opportune time. The new U.S. fisheries law gives priority to American fishermen to 200-miles out to sea rather than 12-miles.

Foreign ships, after receiving State Department approval, are permitted to catch a fixed quota of fish within the new zones.

The 200-mile limit is to be enforced by the Coast Guard which will board and inspect foreign fishing vessels at will.

Smooth ride

The Flagstaff should prove an asset to the Coast Guard. Since the hydrofoil's hull rides out of the water, it possesses many advantages over conventional-type craft. The drag of water passing over the hull is drastically reduced. This provides such benefits as higher speeds (up to 50 knots), reduced fuel consumption, and less concern for rough seas. In addition, its foils controlled by computers act as stabilizers causing a reduction in pitching and rolling motions.

During the next year, Flagstaff will also be evaluated on how effectively it performs various other Coast Guard missions involving search and rescue missions, marine environment protection, aides to navigation surveys, and port safety and security.

This is not the first time the Coast Guard has tested the Grumman-designed hydrofoil. In 1974, the U.S. Navy loaned the Flagstaff to the Coast Guard's Research and Development Center for a rigorous six-week evaluation in the Pacific.

During Flagstaff's present tour of duty, the Coast Guard will further study the hydrofoil in a different environment...most notably, patrolling the heavy traffic of fishing vessels in the tumultuous North Atlantic.

Space album

Mission to Earth: Landsat Views the World, a "space photo album" using images from NASA's Landsat Earth resources satellite, is now available to the public.

You can order your copy by sending $14 to the Superintendent of Documents, U.S. Government Printing Office, Washington D.C. 20402. Make sure you include the book's title and stock number - 033-000-00659-4.

The atlas-size publication contains some 400 Landsat images—most of them in color and near full page in size. Although the new book covers the world, approximately 40 percent of the images are devoted to the United States.

One special feature of *Mission to Earth* is the use of expanded captions to summarize the visual story presented in each of the book's images. Each caption describes the geographic points of interest in a scene, the main urban and cultural features, the major farming and industrial activities, and the characteristic natural vegetation.

In addition, the publication also includes a comprehensive introduction to the Landsat spacecraft and its systems. Another section provides a review of Landsat accomplishments and applications.

New Arrival. *Visitors inspect first EA-6B to arrive at Cherry Point, N.C., Marine Corps Air Station. (Photo by Larry Van Wallendael)*

Deliver first EA-6B Prowler to Marine Corps at Cherry Pt.

The first of 15 EA-6B's for the U.S. Marine Corps arrived at the Marine Corps Air Station at Cherry Point, N.C., last month.

"The new production EA-6B's have the most advanced tactical jamming systems effective today against hostile electronic countermeasures," says Danny O'Neil, program manager.

Five jammer pods protect other attacking aircraft against accurate surveillance by hostile radar. Electronic countermeasures make it impossible for the enemy to know how many planes are in attacking force, and where they are located. In addition, defensive weapons are neutralized through loss of their aiming capability.

Besides overcoming radar the Prowler can also jam hostile communication systems, to interfere with the enemy's capability to direct fighters against attacking aircraft.

'Grumman Story' on sale

There are still a few copies of *The Grumman Story* available at Employee Services (ES) offices throughout the company. At local bookstores, the Grumman saga sells for $14.95, but, you can purchase a copy for $5.50.

Stocked with over 200 illustrations, it is a tribute to the men and women who, since the company opened for business in January 1930, have combined their skills and knowledge to build Grumman into one of the leaders in the aerospace industry.

GRUMMAN plane news

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retirees

On behalf of their fellow workers, PLANE NEWS salutes the following men and women on their contributions to the company and wishes them well in their retirement. Those who retire in March are:

Orville E. Abrams (11), William R. Burke (77), George F. Dohrenwend (12), William F. Driscoll (3), M.W. Dzialakiewicz (2), Harold R. Faust (2), Philip Fey (1), Eric S. Gebhardt (35), Dorothy J. Geyer (2), Albert G. Gilpin Jr. (2), Adrian F. Goode (40), Francis R. Grath (2), George Hardin (3), Bradford Hudson (6), Adam L. Lyons (6), Natoli Milani (2), Joseph W. Mullen (12), Charles E. Mutchler (15), Edward F. Mussler (80), Charles Pellegrini (2), Alexander Politi (2), Patrick J. Quinn (2), Bruno C. Reciputi (1), Edward H. Schoenig (43), Joseph F. Viox (1), John J. Yuncker (28), Arthur G. Peterson Jr. (2), and John J. Logalbo (2).

Turn over. *The first of 15 EA-6B's was signed off to the Marine Corps at Calverton last month. On hand for the turn-over were: (L to R) Chuck Sewell, chief test pilot; Tom Merritt, general manager of Calverton Operations; Lt. Col. Royal Moore, pilot; Major Dave Weber, ECO; Major Flash Whitten, ECO; and Captain Bruce Jamison, ECO. (Photo by Dick Sanders)*

Launch Shuttle wings on long journey to Calif.

In the decade and a half since John Glenn made his historic three-orbit space flight, the U.S. space program has progressed to the point where orbital flight will soon be a common occurrence with the reusable Space Shuttle.

Late in February, the first Space Shuttle Orbiter Enterprise made its first trip through Earth's atmosphere on the back of a 747.

By contrast, the same week, two wings built by Grumman Aerospace for the second Shuttle Orbiter made a quiet midnight trip on a special Grumman designed transporter to Oyster Bay harbor. There was little fanfare except for night owl motorists rubbernecking to catch a better view of the two huge, unidentifiable trucks moving north on Route 107.

Caged wings

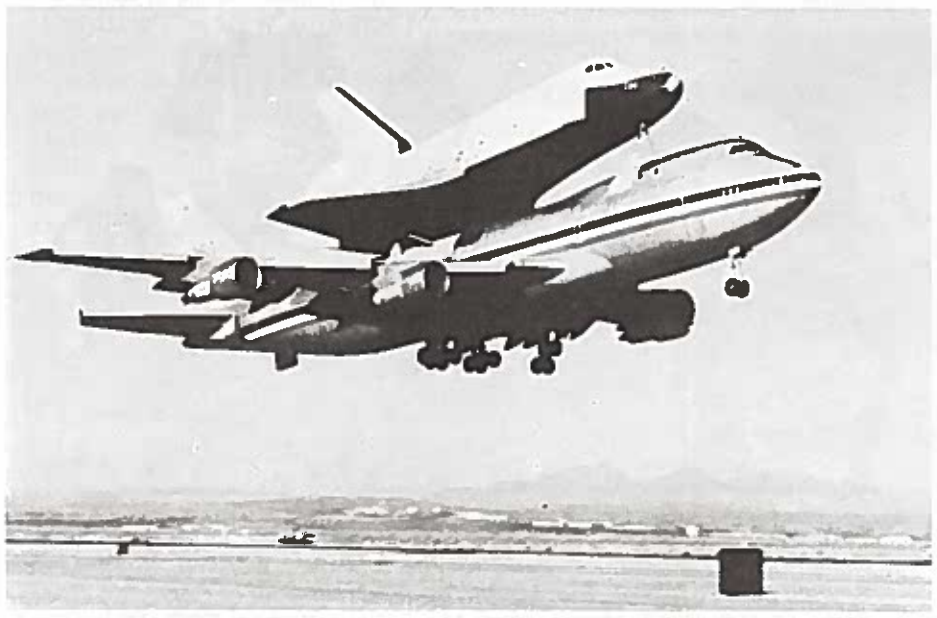
Each wing, 48x28 feet, 11,200 pounds, was housed in a screened container nicknamed the "bird-cage." The two wings made the ten-mile trip from Bethpage in two hours. The following day they were loaded aboard a barge for the first leg of a 5,000 mile trip through the Panama Canal to California.

Tug boats pushed the barge to Port Elizabeth, N.J., where the Shuttle wings were hoisted onto a container-ship ready for the excursion through the canal zone.

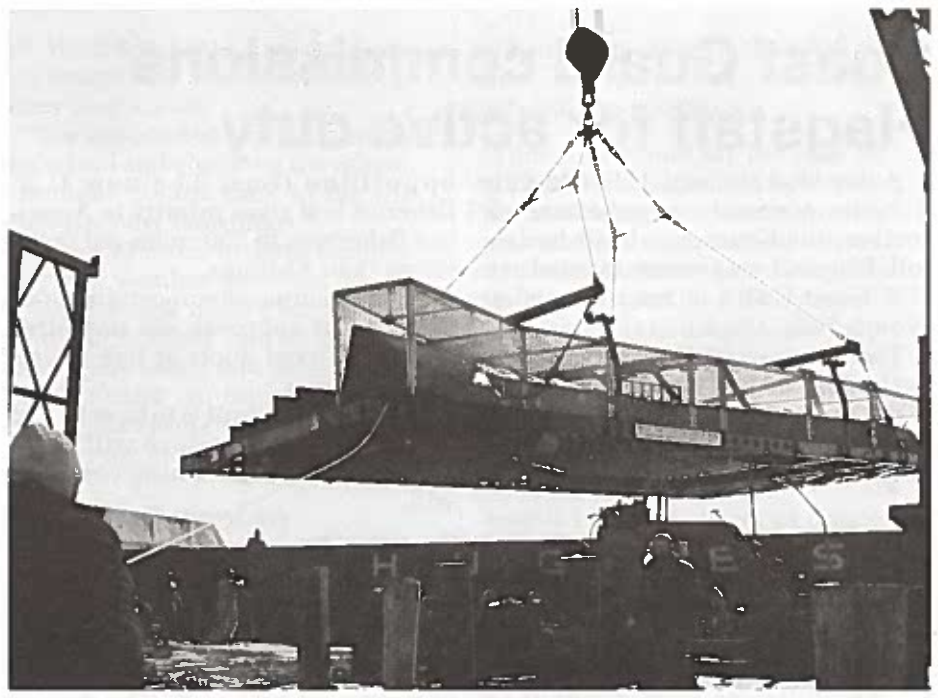
Once in California waters, the ship docked at Long Beach, and the wings were again trucked overland some 100 miles to Palmdale, where the orbiters are being built.

Rigorous tests

The wings will become part of second Space Shuttle Orbiter known as the Structural Test Article. Never destined to fly, the vehicle will be tested on the ground for structural integrity in an exhaustive program.



Hitching a ride. *The first Space Shuttle Orbiter rides on the back of a 747 jet for its first trip into the earth's atmosphere at Palmdale, Calif.*



Westward bound. *The second set of Grumman-built wings for the Shuttle Orbiter are hoisted aboard a barge at Oyster Bay harbor for its long voyage to California. (Photo by Bob Settles)*

obituaries

ELIZA S. COLLINS of Materials Accounting, Plant 30, died February 26, at the age of 64. She had been with Grumman since 1964 and resided at 3439 Stratford Rd., Wantagh.

EDWIN EHLENBERGER of Central Set-up Area, Plant 2, died February 22 at the age of 54. He had been working for Grumman since 1958 and lived at 46 Lincoln Rd. W., Plainview.

JAMES NOSSEL of ILS Verif. & ILS Support, Plant 40, died February 16 at the age of 33. He worked for the company since 1974 and lived at 19 Barry Rd., Amityville.

JOSEPH S. RAMIENSKI of QC Quality Engineering, Plant 35, died February 14 at the age of 57. He had been working for the company since 1961 and resided at 9 Joan Lane, Massapequa.

EDWARD SADOWSKI of Fuselage Assy., Plant 3, died March 1 at the age of 53. He had been with the company since 1957 and lived at 1417 Richand Blvd., Bay Shore.

Personals

I would like to thank all my friends and fellow workers at Calverton for their generosity and extreme kindness during the recent loss of my wife. **Joe MaHins**

Your kind expression of sympathy is gratefully acknowledged and deeply appreciated. **Ruth & Patrick Mullally**

We wish to extend our sincere appreciation and thanks to all our friends at Grumman for their generosity and kindness during our recent bereavement. **The family of Helen Hoeler**

My family and I wish to thank all our friends and co-workers for their kind consideration, expressions of sympathy, and thoughts for the loss of my wife Rita. They were, are, and always will be appreciated beyond our ability to express. **Dick Gach**

On behalf of my entire family, I wish to thank Employee Services and Sub-Assemblies for their kindness and generosity during the recent loss of my father. **Andy Messina**

Offering $200 factory rebate on Sunstreams during March

All Grummanites who purchase a Sunstream Domestic Hot Water Solar System this month will get a $200 factory rebate, says Ron Peterson, director of Energy Systems, a division of Grumman Corporation.

This offer is available on two new Sunstream systems: Model 60AS, suggested retail price of $995; and Model 60AST, suggested retail price of $1,260.

If you wish to participate in the rebate program, contact your nearest Sunstream dealer, who can also provide installation service if desired.

Should you buy a system, send your name, a copy of your bill of sale and completed warranty with your badge number (of Model 60AS or Model 60AST) to: Richard Henkel, Grumman Energy Systems, Plant 47, 4175 Veterans Memorial Highway, Ronkonkoma, N.Y. 11779. Your $200 rebate will be mailed to you within 30 days of receipt.

Dealer listing

The following is a list of Sunstream dealers:

California—Fleming Lumber Co., Los Angeles, 254-7201; Real Gas & Electric Co., Inc., Guerneville, 869-2303; P.S.H. Construction Co., Clovis, 298-6541; Envirotherm, Inc., San Rafael, 454-2424.

Connecticut—The Standard Cycle & Auto Supply Co., Winsted, 379-3322.

Georgia—Whelchel Solar Enterprises, Inc., Chamblee, 458-2311.

Illinois—Solar Systems, Inc., Elk Grove, 439-9550; Sun Systems Inc. (serving Eureka, Decatur, Springfield, & Kankakee), 467-3632.

Maine—Northeast Solar, Lewiston, 784-4130; Richard A. Delage Plumbing & Heating, Biddeford, 282-5073.

Massachusetts—Don Kent's Solar Heating Supply Center, Weymouth, 337-5300; White Fuel Co. (serving Westport), Providence, R.I. 467-6510.

Michigan—Lumber & Millwork, Inc., Detroit, 832-0070; Bror Hanson, Detroit, 882-0100.

Nevada—Chilton Engineering, Inc., Elko, 738-3108.

New Hampshire—Enertech Corp., Norwich, Vt., 649-1145.

New Jersey—William Hamilton Builders, Lodi, 471-9000.

New York—Aaron Plumbing & Mechanical Systems, Inc., Staten Island, 698-8214; Brooklyn Union Gas Co., Brooklyn, 643-2416; C&R Contracting & Heating Co., Brooklyn, 788-0021; DPL Construction Corp., Windbam, 734-3133; Saw Mill Plumbing & Heating Corp., Yonkers, 961-2261; Seven Valley Development, Inc., Cortland, 753-1515; Solar Structures, Inc., Hastings on Hudson, 478-4110; W.J. Hoenig Solar Systems, Mahopac, 628-7003; Barrett Heating & Air Conditioning Co., Bay Shore, 665-9040; Glen Head Electric Shop/R&A Burtis, Inc., Glen Head, 676-0116; Greco Brothers Fuel Co., Corp., Bethpage, 938-5200; Patterson Solar Systems, Floral Park, 354-2160; Soleil Systems, Melville, 293-0808; Southampton Fuel Co., Inc., Southampton, 283-0025; Volkmann Heating Corp., Patchogue, 654-4300.

North Carolina—Solar Systems, Inc., High Point, 886-4611.

Nova Scotia—Quest Engineering Ltd., Halifax, 455-6693.

Pennsylvania—Solar Source, Inc., Hazelton, 454-2922.

Rhode Island—Eldredge Oil, East Greenwich, 884-1620; White Fuel Co., Providence 467-6510.

South Carolina—The Cambridge Development Group, Inc., Columbia, 781-2783.

Texas—C-P Enterprises, Odessa, 362-5111.

Vermont—Enertech Corp. (serving Norwich, Bellows Falls, & Burlington), Norwich, 649-1145.

Virginia—Boone Builders, Inc., Roanoke, 345-4600/989-0863; Sun Systems, Vienna, 281-1945.

Donlyn, Inc., White Stone, 435-2301.

West Virginia—Solar Systems, Inc., Princeton, 425-6155.

Use mail station numbers for speedier deliveries

To provide speedier interoffice mail service, Communication Services is introducing mail station (M/S) numbers.

M/S numbers are assigned for all mail bins in every company mail room. The number consists of a letter, two digits, and plant designation.

Mail station numbers will be listed in the Spring/Summer telephone books and in special mail directories available at all mail rooms." But, everyone can take advantage of the system right away," says Terry Hauser, supervisor of Mail Services, "by advertising their mail numbers on all interoffice corespondence."

New interoffice envelopes will have M/S entry blanks. On older envelopes, mail station numbers should be entered in place of Dept. No. and Plant No.

Communication Services estimates that when the new system is completed, mail that now takes a full eight hour day to reach the addressee will be delivered in a couple of hours. Mail with correct M/S's will be sorted into bins immediately after delivery. Mail without proper M/S designation will be set aside for second sorting after M/S has been found in mail directories.

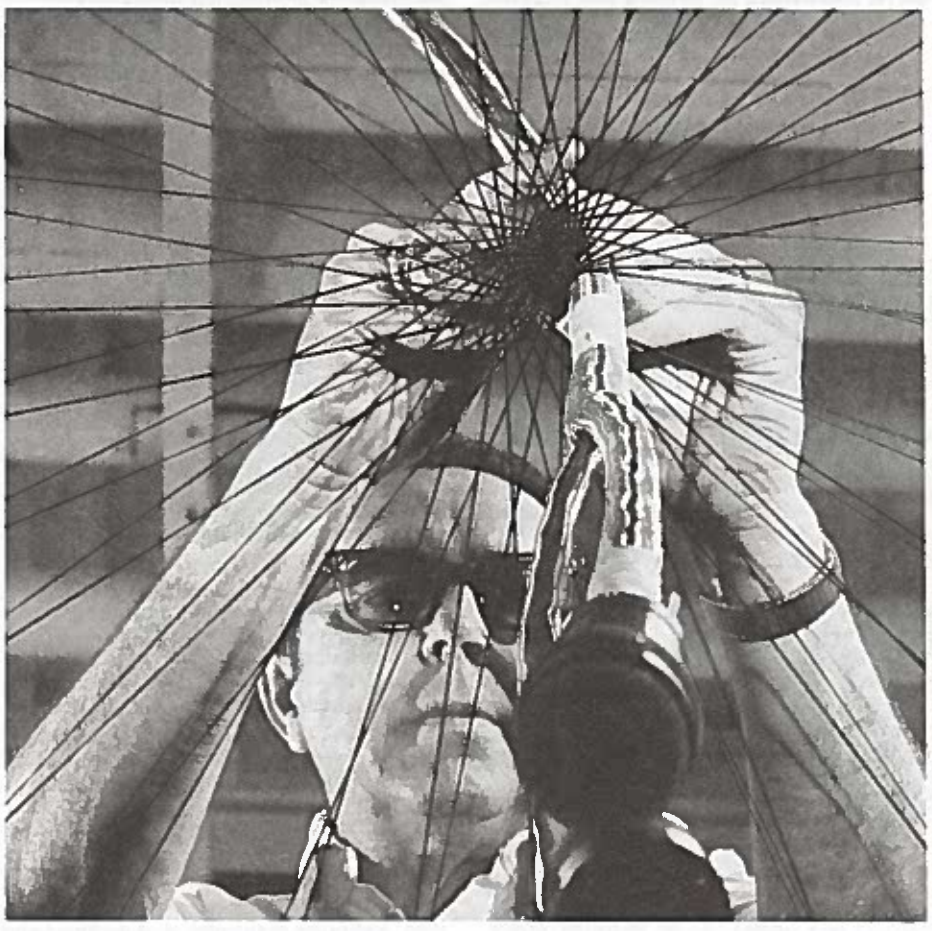
Mail Services realizes that some mail is sent to an office rather than an individual, such as ESO, Paymaster, Medical, and Cafeteria. These cause no problems; but difficulties do arise when mail is addressed to an individual.

For example, in many work areas, people representing a wide assortment of company departments work together. With M/S, instead of a person's mail being delivered to the main department office, the interoffice correspondence will be delivered directly to the individual in his/her work area.

Communication Services has been able to introduce this new system because of the new computerized Telephone Information System which makes creating and updating mail directories easier and more economical.

In addition to the new telephone listing and individual mail room directories, the mail room in Plant 5 will have an on-line CRT (Cathode Ray Tude) display for access to the latest information.

If you have not heard from your mail room about your new M/S number, call them today.



Spider's web. *Great River Operations is the hub of Grumman's avionics assembly activities. Above, David Ramsay of Electrical Cable Fabrication guides a cable through a braiding machine that weaves a protective cover for F-14 electrical cables. (Photo by Rich Breunig)*

Grand hour. *Grumman Field Service representative Walt Schnaderbeck (L) presents Lt. (jg) Richard A. Spooner of VRC-50 squadron, stationed at NAS Cubi Point, Philippines, with a plaque commemorating his 1000th flight hour in the Grumman C-2A Greyhound.*

Initiate program to extend Greyhound's service life

This spring, the first of 12 remaining Grumman C-2A Greyhounds in the Fleet will undergo the Service Life Extension Program (SLEP) at the Naval Air Rework Facility (NARF) in San Diego, Calif.

During the SLEP of each aircraft, the entire airframe is exposed and inspected for corrosion; necessary repairs and replacements are made; all electrical wiring inside the fuselage is replaced; and airframe changes are incorporated.

Last fall, Grummanites John Bernardo, Bill Fiorenza and George Raevsky journeyed to San Diego to assist the NARF personnel in setting up a tooling fixture for the wing center section—a major component that will require extensive teardown and inspections. Both its upper and lower skins must be removed, and each stringer and rib closely examined.

Rotating system

"It is a time-consuming job. But, NARF plans on using a 'rotable' wing center section—having a completed wing center section ready for installation when each aircraft arrives for SLEP," says Dick Reade, C-2A program manager. "This will reduce the overall time required for each C-2A SLEP."

The three men from Plant 2 Tooling spent 11 weeks setting up and aligning the wing center section tooling fixture at the NARF facility. Their tooling expertise was put to the test when a wing center section from a scrapped E-2B with over 3,000 flight hours was placed in the fixture,

"To the credit of John, Bill and George—and the Grumman 'Ironworks' at Bethpage—it fit the fixture like a glove," states Reade.

Ready for spring

The wing center section is now undergoing SLEP and will be installed in the first C-2A this spring. The component from that aircraft will go into the fixture, be torn down, and rebuilt for the next C-2A...and so on.

The NARF personnel are very appreciative of the top-notch performance by these three Grummanites and their contributions to getting the task done at minimum cost and time.

GAA excursion to Big Apple

Among the wide selection of vacations offered this year by the GAA is a mini-vacation to the Big Apple.

Everybody's invited to spend April 16-17 at Loew's Drake hotel. The tariff is $34 per person based on double occupancy. Single occupancy costs $11 extra.

Check-in time at the Drake is 1 p.m. on Saturday. The package includes dinner at 7 p.m. and a nine o'clock show at Shepheard's in the hotel. On Sunday morning there's a choice of breakfast or brunch.

Hotel valet parking costs $8.50 plus tax. If you would rather not drive or take the LIRR, GAA offers round trip bus service at $6.00 per person. For more information, call GAA, Ext. 2133/2269.

Securing proprietary info safeguards company's future

Throughout history, the other guy has always been anxious to find out what his neighbor is doing...why is he so successful...what are his future plans?

In the business world, the act of acquiring answers to such questions is called industrial espionage. Today, it is on the upswing—particularly in the aerospace industry where there are fewer and fewer big government contracts on the horizon.

Ongoing effort

"We're in a highly competitive business," says Executive Vice President Ralph Tripp. "And, there is certain company information that is vital to maintaining and improving Grumman's growth. Making sure that proprietary information is properly safe-guarded is every Grummanite's responsibility."

In the Corporate Security manual, proprietary information is defined as: "all information if disclosed at the wrong time could prove detrimental to the company's interest. Such data would include, but not be limited to, long range administrative plans and decisions, competitive design efforts, forecasts of manpower and facility requirements, derogatory information about employees or products, wage and salary information, etc."

To insure that Grumman's business remains just that, it is important for every Grummanite to:

- Mark all proprietary information.
- Store and secure all proprietary material in locked desks or cabinets.
- Limit the distribution to only those individuals who have a need of such material to perform a specific task. Reproduction should be curtailed, if not completely prohibited.
- Use burn barrels to dispose of all proprietary information.
- Clear work area surfaces of all data and materials, when you leave your work area—and at the close of each working day.
- When outside Grumman, don't talk about proprietary information.
- Be conscious of where and with whom you discuss proprietary information.

If you have any questions about securing proprietary information, contact Corporate Security, Ext. 3635.

***Loose lips**...It's highly unlikely that the sleazy character in the background eavesdropping exists in the world of industrial espionage. But, Grummanites should be careful where and with whom they discuss company proprietary business. (Photo by Rich Breunig)*

Calverton plays host

Calverton recently played host to Brig. Gen. George Patterson, U.S. Air Force Deputy for Aeronautical Equipment, Wright-Patterson AFB. During his stay at the Grumman facility, Dave Cooke (above L) briefed the general on the cockpit systems operation of the A-6E "TRAM" prior to his 56-minute flight in the Intruder.

The Air Force official's visit also included a demonstration of the Radar Guided Weapons System (RGWS) and the Synthetic Aperature Radar Processing System (SARPS) that Grumman is currently developing. (Photo by Jim Wagner)

Show your own Grumman film festival

A variety of motion picture films are available from the company's film library. These films may be borrowed by any Grummanite as well as various civic groups, schools, professional societies, etc.

There is no rental or service charge, but it is requested that reservations be limited to three (3) films at one time.

One week's notice must be given in advance of the date for which the film is to be scheduled. Audience report cards sbould be completed and returned with the film after the last showing. The comments, combined with opinions of others evaluating the film, will be used to improve the effectiveness of new productions.

Reserve now

To reserve motion picture films, contact the Grumman Film Library, Aerolog Productions, Inc., 1211 Stewart Ave, Betbpage, Ext. 8919. Library hours are from 8:30 a.m. to 1 p.m., Monday and Wednesday, and from 1 to 5 p.m. on Friday.

Some of the Grumman films available for borrowing are:

NO POINTS FOR SECOND PLACE: The history of fighter aircraft from WW1 to the F-14 TOMCAT. The flying and weapons system requirements for todays fighters is clearly spelled out. 28 Minutes—Color, Sound. For General Audiences. 1973.

THE SEA OF CONTENTION: 28 minutes, color, sound, 1971. This film depicts the mission of the U.S. attack aircraft carriers assigned to the Navy's Sixth Fleet in the Mediterranean. Since World War II, a formidable task force of war ships and combat-ready Marines have been posed in the Mediterranean to protect the southern flank of NATO. Since 1964, the U.S. has increasingly had to share the Mediterranean with a constantly growing Russian fleet. Today the two forces are nearly equal. This motion picture is designed to promote an awareness of this confrontation and the peace keeping role that the attack carrier plays with the Sixth Fleet.

READY ON ARRIVAL: 28 minutes, color, sound, 1966. This film was photographed aboard the USS Independence during preparations for its actual departure to Viet Nam, and of activities aboard the ship during operations off North Viet Nam. It was designed to acquaint the public with the mission of the attack aircraft carrier, the type of equipment and facilities aboard a carrier, and the 4500 people who make the ship run. Suggested audience—all levels.

MARINE ALL-WEATHER CLOSE AIR SUPPORT: 28 minutes, color, sound, 1971. The air wings of the U.S. Marine Corps bave brought a new refinement to the old problem of providing air cover and support for the Marine on the battlefield. After a short outline of the history of the problem, this motion picture, through a series of sequences filmed with the First Marine Air Wing in Da Nang, Vietnam, depicts the use of sophisticated electronic equipment, both on the ground and in the air, to ensure this support around-the-clock and in any weather. Suggested audience—all levels.

F-14 PROGRESS REPORTS: Averaging 12 -16 minutes in length, these reports are issued approximately twice a year and detail progress made to date of issue on the F-14 program and identify significant events and milestones. Six have been issued to date. All are in Color and have Sound. For General Audiences.

BLUE ANGELS 20th: 15 minutes, color, sound, 1966. The Blue Angels flew Grumman fighters from 1946 to 1968 in celebration of their 20th anniversary, Grumman produced this fifteen minute film that highlights some of the most exciting aerobatic maneuvers flown by the team in F-11 Tigers.

GULFSTREAM II: 15 minutes, color, sound, 1967. The use of jet aircraft in business flying is shown on a typical day, with emphasis on convenience and time savings for corporations requiring daily high-speed multi-city transportation. All audiences.

CORPORATE PACEMAKER: 18 minutes, color, sound, 1968. The history- making nonstop trans-Atlantic flight of the Gulfstream II jet business transport from Newark, N.J., to London, England, is vividly portrayed. Eight other European cities on the international business are also shown. All audiences.

UNSEEN ENEMY: 8½ minutes, color, sound, 1965. Examples of the effects of darkness and bad weather on U.S. aerial support operations during World War II and Korea are shown to illustrate the value of the Grumman A-6A Intruder with its round-the-clock, all-weather

(Continued on page 8)

scorecard

Grumman's Hellcats opened the '77 L.I. Industrial Basketball League season with a victory over IBM, 97-57. The game became a rout in the third period when the winners outscored the opposition, 34-6. Top Hellcat scorers were Rich Washington, 26, and Larry Bates, 25.

In the second game the Hellcats defeated Fairchild Republic 72-62. Good shooting from the foul line helped outscore the opposition 23-15 in the fourth quarter and turn a seesaw battle into a 10 point win for the Hellcats.

When the Hellcats challenged Chase Manhattan, they were squeezed out 72-70. Chase overcame Grumman with fine outside shooting and a good defense.

Grumman is now in a second place tie with Fairchild Republic. Chase holds possession of first place. Looks like the Hellcats have some work ahead if they're going to win the crown for a fifth consecutive year.

Trout clinic

Long Island State Park and Recreation Commission will sponsor trout fishing clinics on three Saturday afternoons at Connetquot River State Park, Montauk highway, Oakdale-Bohemia, L.I. Sessions will be 12 noon to 2 p.m. March 12, 19, and 26.

Reservation may be made by calling Connetquot River State Park, 581-1005, 9 a.m.—5 p.m. every day except Monday. Registration for each session limited to 50 anglers. Cost is $1.00 per session.

On the mark

Grumman's International Center Fire Team outscored Pan American and Old Bethpage shooters in the L.I. Industrial Pistol League for a first place berth. Team record is six wins, two losses. Ed Kovacs (268 average) leads the Grumman team with Mike Baumgarten (265), Ron Trenkner (259), and Dick Van Valkenburg (258) pacing the active shooters.

In the sharpshooter division, Ron Trenkner and Gordon Woodruff, both with 263 averages, pace the Gold Team to a first place 5-1 standing. The Grumman "B" team posts a 4-2 record with Mort Weinberg (253) and Marcelo Longa (247) leading the squad.

Top "D" team shooters are Al Berka (275) and Jim Dinan (274) of D team. The "C" team still reigns undefeated in the Marksman division, 7-0, sparked by the fire power of Bill Berkley (260) and Fred Sender (255). With a 2-5 record, "E" squad leaders are Tom Cassino (243) and Matt Spencer (239).

Women duffers

There are openings for beginners in this season's Grumman Women's golf league reports Sharon Grosser, league president. Inexperienced duffers will play Monday evenings at Hill and Tree. If you are interested contact Grosser, Ext. 6875.

Varsity line-up

Last month 39 of Grumman's top keglers vied for 10 slots on the men's varsity squad. Among the finalists after the five round roll off trials were four bowlers who appeared on last year's squad: Ernie Jenkins with a total pinfall of 5,183, Frank Fiorentino (5,181), Barry Kasin (5,014), and Charles Smith (4,982).

Four more veterans from previous varsity teams also came aboard to give the team muscle: Ed Gabriel (5,073), Frank Tucholski (5,053), Jack Nielsen (5,034), and Ben Plawski (4,948). Joining the varsity squad for the first time are John Erickson (5,115) and Cosmo Sisco (4,932).

The starting line up for the 36th Annual L.I. Industrial Men's Tourney, sponsored by Grumman, lists Jenkins, Fiorentino, Erickson, Gabriel, and Tucho;ski. The tourney started last Saturday and will continue each Saturday evening at Mid Isles Lanes, Hempstead, until March 26.

Tee off time

Members of the Gray, Blue and Tigercat leagues are reminded to inform Mike Cherry if they will be playing golf this season.

If you wish to play in one of the many GAA-sanctioned golf leagues this season, contact Cherry, Ext. 2133/2269.

Wood shortage

Grumman varsity keglers placed second in the 15th Annual L.I. Industrial Mixed Bowling Championship sponsored by Pan Am. Although they had total wood of 2,187, LILCO collected 2,334 pins to win the contest over 17 teams at Mid Isle Lanes.

Competing teams were comprised of two men and two women bowlers. The two top bowlers from the men's and women's varsity teams represented the company.

Frank Fiorentino was pin king on the Grumman Squad with a 572 series. Close behind him was Evelyn Gerdon who chopped wood for 568. Commenting on her high series, she said, "I love those lanes. They're lefty and I'm lefty, so it worked out great."

Ernie Jenkins carded 555, and Chin Thompson rolled 492 in her 25th year of representing Grumman in industrial tourneys.

Top ringers. *Rudy Avitable (L) congratulates Ken Dale, Great River horseshoe doubles winner, as his partner is mitted by Earl Seagle. Runners-up Bob Klewicki and Bernie Doute (R) display thier awards. (Photo by Rich Breunig)*

calendar

Please inform PLANE NEWS of any changes (such as club officers, or Grumman extensions) in the calendar of events.

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; for sport & self-defense; LI Aikido Federation; all guests welcome. B. Bauman, x7856/M. Stock, x7417.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39 classroom 1; closed meetings. Personnel Relations, x3521; **Calverton:** every Mon., 4-5 p.m., Headquarters Building; **Great River:** every Wed., 4-5 p.m., Pl. 3 conference room 3.

Amateur Radio Club: Wed., Mar. 16, 5 p.m., radio shack, Pl. 5 roof; regular meeting; all welcome. S. Courtney, x2536.

American Production & Inventory Control Society: Tues., Mar. 15, dinner 6:30 p.m., presentation 8 p.m., Crow's Nest, Smith St., off Rte. 110, Farmingdale; local chapter; guest speaker: E. Heilman, Western Electric Co.—"Case Study—Computerized P&IC System at Western Electric;" all welcome. N. Heilweil, x2250.

American Society for Metals: Wed., Mar. 16, complimentary cocktails 5:30 p.m., dinner 6:30 p.m., presentation 8 p.m., Antun's, 244 Old Country Rd., Hicksville; local chapter; speaker from Metallurgical Processing Corp.—"Heat Treating;" guests welcome. J. Beaudain, x3945.

Coin Club (Bethpage): Wed., Mar. 23, 12:05 p.m., Pl. 25 vendor conference rooms; informal lunchtime meeting. K. Hale, x3717.

Coin Club (Calverton): every Fri., 1st lunch period 12-12:30, Pl. 6; U.S. & World numismatic, medals, tokens collecting of; all welcome. W. Kondratowicz, x (117)6683/J. Kreussling, x(117)6550.

Folk-Dancers Club (Calverton): every Tues. & Thurs. cha-cha & hustle lessons, every Wed. ballroom dancing, lunchtime, receiving area, Pl. 6; all welcome. V. McGoey, x(117)6770.

Grumman Cycle Touring Club: Mon., Mar. 14, 5 p.m., Pl. 28; discussion of future bicycle events for the year. G. Hilton, x 8053.

Grumman Dance Club: Thurs., Mar. 17 & 14, 5-7 p.m., Pl. 28 auditorium. M. Brown, x(115)3777.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. R. Muntz, x7408.

Grumman Tennis Club: first Mon. of every month, 5 p.m., Pl. 28 auditorium. F. Campagna, x4605.

Grumman Toastmasters Club: Wed., Mar. 23, 5 p.m., Pl. 25 conference room 1C; local chapter; guests welcome. T. Smith, x3817.

IEEE Reliability Section: Apr. 19-21, Hotel Americana & N.Y. Coliseum, tickets $1; International Electronics; technical program & exhibits; guests welcome. H. Wolf, x2860.

Karate Club: every Tues. & Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; Gru employees & families welcome. H. Dreksler, x8812.

Retiree Club: Wed., Mar. 30, 1:30 p.m., Holiday Manor; regular monthly meeting;

Florida Mid West: Thurs., Mar. 17, 11:30 a.m., Fort Cooper Station Restaurant, U.S. 41, Inverness; **Florida Suncoast:** Mon., Mar. 28, 11:30 a.m., S&S Cafe, Sears Town, 1235 S. Missouri Ave., Clearwater; **Florida Treasure Coast:** Thurs., Mar. 31, 12:30 p.m., Trade Winds Cafe, Fort Pierce.

Stamp Club: 1st, 2nd, 3rd Wed. of each month, 4:45 p.m., Pl. 30 cafe. S. Hoops, x3926.

The National Secretaries Assoc. (Intl.): Thurs., Mar. 17, cocktails 6:30 p.m., dinner (followed by meeting) 7 p.m., Polish Independent Club, Marcy Ave., Riverhead; all chapters; slide presentation provided by IBM—"The Secretary Yesterday, Today, & Tomorrow;" all welcome; **also,** annual fashion show/luncheon, Sat., Mar. 26, 12:30 p.m., Polish Independent Club; tickets $7. E.M. Gaias, x(117)7397

Pl. 1 night crew leads pack in GAA drive

If you want the most for your money, a GAA membership card is the best buy—only a $1.

After 30 years the price hasn't increased, only the services. GAA sponsors more sports and clubs today than ever in it's three decade history.

The annual drive started Tuesday, March 1, and will continue through March 31.

Frontrunners in the '77 membership drive are the night crew in Plant 1. They were the first group to report 100 percent participation, says Mike Cherry, who's conducting this year's drive.

Oscar Rockefeller, night production manager, Plant 1, says his crew has always supported the GAA drive 100 percent. However, it usually took a couple of weeks to collect the dollars.

This year, he says, he reminded the group that they could get their picture in *Plane News* if they were the first to hit the 100 percent mark in the GAA drive. The suggestion worked.

Rockefeller says the Plant 1 night crew is a tight knit group that works together and enjoys the challenge.

They're all active GAA members. They have a softball league, play ping pong, quoits, checkers, chess and lift weights.

Cherry reminds everyone that the proceeds from the drive are used to sponsor lunch-time and after-hour recreational activities at Grumman. None of the money supports varsity teams.

So, get your money in. Help yourself and other Grummanites enjoy another year of good leisure times.

Your dollar not only supports GAA but gives you a chance to be a winner in the drawing for fifteen $100 U.S. Savings Bonds and 50 sets of Grumman glasses.

Join now—it's still your best buy for a buck.

Frontrunners. *The first group to hit the 100 percent mark in the 1977 GAA membership drive was the night crew in Plant 1. (Photo by Bob Settles)*

Film library...

(Continued from page 6)

strike capability in today's military operation.

LUNAR LANDING—PROJECT APOLLO: 29 minutes, color, sound 1968. This film depicts men's dream fe exploring the moon and preparations for this half-million-mile round trip in all its stages from liftoff to landing and recovery. The key areas of the film are "What is LM?", its early testing, NASA space tests, final assembly and animation of the mission. Apollo is a fitting title for this most complex and demanding technological undertaking attempted by man, a challenge to the future staked out when President John F. Kennedy set as a national goal, the task of placing men on the moon within this decade.

SEAS OF INFINITY: 18 minutes, color, sound. Leading scientists from Goddard Space Flight Center explain man's newest space telescope, the Orbiting Astronomical Observatory (OAO). Actually several telescopes packaged in a ground-controlled satellite, the OAO maps the stars and, through the use of spectroscopes, analyzes the vast clouds of dust between them looking for answers to the age-old question of how stars come into being. Suggested audience—all levels, recommended for classroom use.

• **FLAGSTAFF** 6 minutes, color, sound 1975
The advantages of an ocean-going hydrofoil boat vs. a conventional boat. Test conducted by the U.S. Coast Guard off the California coast demonstrating search and rescue operations, fishery law enforcement and rough sea handling. All levels.

• **TAKE-OFF AND LANDING** 34 minutes, color, sound 1974
A film designed to create the total take-off and landing characteristics of the F-14 under every knozn circumstance. This film is pointed towards pilot's transitioning from other aircraft to the F-14.
Navy pilots.

Historical

FIGHTING LADY: 1 hour, color, sound, 1950. The story of a carrier and its battles in the Pacific during World War II. Suggested audience—all levels.

GRUMMAN AT WAR: 40 minutes, color, sound, 1942. The story of unparalleled production of fighter aircraft for the Navy in World War II. Suggested audience—all levels.

Happy Now Ruz!

While their fellow workers in the States are anxiously awaiting the first day of Spring, Grummanites in Iran are preparing for *Now-Ruz*, a thirteen day new year's celebration. The Iranian new year begins at the precise moment when the sun crosses the equator on March 21.

Although *Now-Ruz* is celebrated much like any other major holiday with exchanges of greetings, gifts and social calls, the traditions of this festival are buried deep in Persian mythology.

The most widely known *Now-Ruz* myth describes the moving of the sun, the source of light and truth, across the equator on March 21. The legend tells of a celestial bull balancing the world on one horn, then transferring it to the other.

On the last Wednesday before the new year, bonfires are lit, and it's time for a masquerade, resembling our own Halloween. As the vernal equinox approaches, Iranian families gather around their table decorated traditionally with *Haft Seen*, seven farm products beginning with the letter "S". The family adds to the table lighted candles, a mirror, a bowl of goldfish, a glass of rose water, and a few gold and silver coins which the head of the family distributes as new year's gifts.

Visits from friends continue for twelve days. While the new year is welcomed in on March 21, the great holiday is *Sizdeh Bedar*, the thirteenth day of Now-Ruz. Tradition dictates that spending this day indoors brings bad luck. Therefore, each family leaves the city for a great picnic in the countryside.

Undoubtedly, that's where many Grumman families will be on April 2—celebrating *Sizdeh Bedar* with their Iranian neighbors.

Global ventures

During the *Now Ruz*, some Grummanites will visit Tehran, the nation's capital for the festivities, while another group is taking a bus tour of historic Hamaden, known for its Persian carpets. Others are flying to Bangkok/Hong Kong for a little shopping and sightseeing; another tour is slated for Russia; and the athletically inclined are journeying to Germany for some skiing.

GRUMMAN
plane news

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